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COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]TOPIC Wittstock Airfield

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT [REDACTED]DATE OBTAINED [REDACTED] DATE PREPARED 1 March 1950REFERENCES [REDACTED]PAGES 2 ENCLOSURES (NO. & TYPE) [REDACTED]REMARKS [REDACTED]

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SOURCE [REDACTED]

1. No aircraft or flying was observed at the Wittstock (N 54/U 11) airfield on 18 and 19 December 1949. The three hangars on the southern edge of the field were closed. A surveying detail equipped with poles and theodolites was working on the east edge of the field. Workers were engaged in cutting the young trees east of the landing field. According to one of the workers, the field was to be expanded in this direction although the terrain was muddy. A cantonment building with a radio mast at its side stood on both the north and south edges of the field. The two radio trucks with presumed radar antenna which were previously observed on the north edge of the field were no longer there. The billets area south of the field was surrounded by a board fence about 2 1/2-meters high.

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2. [REDACTED] occupied by a colonel with gold-bordered blue epaulets left the Wittstock railroad station at about 4 p.m. on 18 December 1949.

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3. The same passenger car left the field on 19 December 1949. [REDACTED] were seen at the field. There was heavy truck traffic between the field and town in the evening. Forty-six trucks, most with [REDACTED] were counted between 5:45 p.m. and 7:30 p.m.

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4. In mid-December 1949 local residents said that the field was to be expanded in 1950 in the direction of Berlinchen (N 54/U 22).
5. Some Randow (N 54/U 11) farmers had to give part of their land to the Wittstock airfield for the construction of runways in late December 1949.

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This document is to be regraded to CONFIDENTIAL in accordance with the letter of 13 October 1978 from the Director of Central Intelligence to the Archivist, General Intelligence Division, State Department.

Next Review Date: 2008

Document No. [REDACTED]
 No Change in Class. ☐
 Declassified ☒
 Class. Changed To: TS S G
 Auth.: HR 70-2
 Date: 25 Feb 2005

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